

MONDAY, FEBRUARY 1, 1909.
Fair and continued cold to-day; partly cloudy
and not so cold to-morrow; moderate
northerly winds.

AFIRE AT SEA, CYCLONE TOO

KORONA'S PASSENGERS TREAD DRY LAND GLADLY.

They got the fire under a four-hour battle—then weather laid the passengers up—corpses on the trucks in rainless moments.

Not since she was the Monmouthshire was the plaything of typhoons of the Far East has the steamship Korona, now plying in the West Indies trade, gone through so many vicissitudes as she met on the wild trip she finished at this port yesterday. She carried nine cabin passengers, and all of them, veterans and tyros in seagoing, admit that they were very sick on the last three days of the last cyclone they tumbled about in.

The passengers were L. C. Bradford, retired editor, seeing the world on the steamer plan; George W. Gibbs, salesman, who was locked up twenty-three days in Demerara because he was suspected by the police of being an embezzler from Santiago and who is suing for \$50,000 damages; George Allen, a Demerara planter who is going to Detroit to marry; Capt. J. F. DuVallo of the French army; S. E. Snook, an American mining engineer who lost his health in the Guiana bush and is seeking physical repair here; J. G. St. Clair Drake, colored Bishop of Barbados; William T. Patterson of Philadelphia, and Mr. and Mrs. W. G. Hall.

The passengers were mighty glad to get here, having feared for a while on Monday last that they might have to abandon ship or send a wireless call for help. On this day the sea was like a duck pond. At 6 o'clock in the evening the nine cabin passengers, who were at dinner, noted that the ship had stopped. Then they heard orders swiftly uttered in the voice of Capt. James T. Carmichael and a bustling on deck. They deserted the saloon for the deck and saw smoke pouring out of a forward companionway. The skipper was seen to go forward through the smoke with the mate and second mate, Spinney and Thrum, and the boat's crew, a giant Barbados negro. Meanwhile Capt. Carmichael had steam turned into the forward cargo compartment where the fire was. The four men emerged from the smoke-filled passage and went back with hoses, the skipper himself holding a nozzle. The passengers looked on hopefully, as they had been assured by the skipper that he would subdue the fire.

After a while the mates and the skipper and even the herculean black staggered on the open deck. The smoke and steam had been too much for them. The captain toppled and for a moment was completely knocked out. Water was dashed in his face and after a few seconds of rest he groped back with a lantern and continued fighting the fire. The mate dropped in a passage while coming out to get breath. The skipper dragged him out. Then they went at it again.

At the end of two hours, when smoke was still curling up forward, the passengers began to look grave. The skipper said he was gradually getting the better of the fire and bade them keep up their spunk. At the end of the third hour of drifting, and after axes had chopped away burning woodwork and scorched mattresses from the steerage quarters had been dragged out and pitched into the sea, the skipper announced that the danger was over. In another hour the blaze was out and the ship got under way. It was a bad fire while it lasted and if every ableman of the crew had not turned in with a will to help the officers, the Korona might have been forced to head for Turk's Island, 250 miles away.

The passengers felt so good over the outcome of the fight between the fire and the fire fighters that they persuaded the retired editor to write this piece, which all signed:

"We, the undersigned passengers of the steamship Korona of the Quebec Line on a voyage from the Southern Islands to New York, hereby record our thanks to Capt. James T. Carmichael, no to the great personal risk of death from smoke, steam and sea sickness went down into the hold of the steamship on the evening of January 25, 1909, and after several hours of desperate work with his officers and crew extinguished the fire which threatened the destruction of the ship.

Within four feet of the fire were stowed forty bales of Barbados cotton. Other fire material for fire aboard were wallbats (also called crab wood).

The day of the fire was the last placid day of the trip. On Tuesday night the sea began to fall and the next morning the ship was trying diving tanks. The French officer had been entertaining the passengers by fencing with foils with the prisoner of Demerara. They were both forced to their berths by the storm, which blew that night with hurricane force seventy miles. The rain came in cascades and cataraacts, and lightning played about the ship in derisive dances. To cap the climax and the trucks of the mate St. Elmo's fire blossomed at intervals. The fire was not like that of the regulation corposant—a globular glow—but a jet of bluish white flame suggesting a finger pointing up. Sometimes the fingers sputtered like a wireless message going under way. They came mostly in the rainless intervals, and as none of the passengers had ever seen them before all hands ventured to go out to look.

The jolting of the sea had deranged the feed pipe and thereafter the ship, because of her inability to make steam in the normal way, had to creep along. She got the last of the first blow on Thursday night and the next afternoon at 1 o'clock she stopped six hours while the engineer fitted a new feed pipe. The glass went down with a rush to 28.52, which is very low.

The sea went up and up until the editor said it looked to him as if it were as high as a New York skyscraper. All the passengers turned in and did not turn out again until the liner had carved her way through the frothy crests past Sandy Hook.

An assistant engineer of the steamship Parima, also of the Quebec Line, came up aboard the Korona. He went off shore in a small boat fishing while the Parima was at St. Thomas, taking a friend along.

It was on Sunday, January 17, and he caught fish. But an offshore breeze caught his boat and sent him flying seaward. He did not show up the next day.

WESTINGHOUSE RAISES WAGES.

Restores the Rates in Effect Before Last Spring's Financial Trouble.

PITTSBURGH, Jan. 31.—The Westinghouse Electric and Manufacturing Company has without a word of warning restored to its 3,600 employees the rate of wages that was paid before last March, when the policy of retrenchment was being pushed so hard.

The only announcement made by the company was on a little slip put into the pay envelopes, issued from London to San Francisco, including Pittsburgh, Newark and Cleveland, yesterday. The slip was in effect that wages out last March had been restored January 1, and the old rate of pay would be found in the envelope.

This move was made by George Westinghouse personally and is on the theory he has always held, that his men were the best workmen in the world and the highest paid.

When William Donner was put in charge of the Westinghouse business last spring he began to slash right and left. The salaries of \$75 men were cut 5 per cent, salaries from \$75 to \$100 were cut 7 1/2 per cent, salaries from \$100 to \$150 were cut 10 per cent, and so on up the line, even the sales agents in Europe feeling the knife.

The reduction meant an average monthly cut of \$15 for each of 3,000 employees of the company, or more than \$500,000 a year. The first thing Mr. Westinghouse did on regaining control of his own business was to oust Donner, and the next to restore wages.

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NOT A CASE FOR DIPLOMACY

ASSAILANTS OF JAPANESE PROBABLY NOT STUDENTS.

Mikado's Consul at San Francisco Says Police Court Can Settle It—President Wheeler Says Attacking Party Were Town Boys on University Grounds.

SAN FRANCISCO, Jan. 31.—President Wheeler of the University of California is much perturbed over the result of the assault on a Japanese student, Kenji Keneko, on Friday night on the university grounds. He fears that it will injure California in the estimation of the East and of Japan, leading them to believe that there is bitter race hatred against the Japanese even among university students. It is uncertain whether the assault was made by university students or by Berkeley boys who were on the university grounds. President Wheeler inclines to the latter view because the president of the student body has had no reports of the matter.

Vice-Consul Takahashi seems to regard the attack as a trivial police court case, but the Berkeley Japanese Association of 1,000 members proposes to investigate the matter and get some redress for the insulted student.

One report says that Keneko followed the boys and provoked the trouble, but those who know him say he is a gentleman, and the fact that he is a mature graduate student and came from the Imperial University at Tokio goes far to discredit this report. Keneko himself gives a clear, straightforward account of the matter. He says:

"I was passing the building where President Jordan of Stanford University was lecturing on 'Evolution' when I noticed several young men about the door talking about the Japanese and the anti-Japan bills now before the Legislature. I stopped a moment to hear what they had to say.

"As I passed into the path under the trees I heard one of them say: 'There goes one of those Japs now.' Without warning three of them rushed at me, struck me over the head, knocked off my hat and threw me off the path, all of them kicking and striking at me together.

"I stood my ground and while fighting them off demanded to know if they were students of the university. They laughed and spat at me and then walked away and I followed them and saw them go out of the Centre street entrance.

"I could not say they were students, but I supposed they were. I was quite excited and I went immediately to the home of Mrs. Redfield, where I work, and told her what had happened. She telephoned to Marshal Volmer.

President Wheeler of the university said he had no official notice of an attack on Keneko and had just learned of it. He telephoned Mrs. Redfield and asked her about it and she told him what Keneko had told her.

"As soon as I heard of the alleged attack," said President Wheeler, "I telephoned to McKibben, president of the Associated Students, and asked him if he had heard of it. He had not, and for that reason I doubt that any student had a hand in it. It happened on Friday evening, and if students had been involved McKibben would have heard of it by this time, as he is closely in touch with the student body and such cases are reported to him.

"I will make a thorough investigation of the affair. If witnesses can be found who will say that students attacked Mr. Keneko without provocation they will be punished.

"I consider the matter unfortunate, particularly at this time, when the bills before the Legislature have apparently piqued the Japanese and the whole Japanese question is in the air again.

With President Roosevelt urging Gov. Gillett to hold off the anti-Japan bill it will hurt the State in Eastern eyes, for Keneko is not a laborer. He would not come under the exclusion bill even if one were to be passed. Happening in the university grounds, it will create an impression abroad that all classes in California are rabidly opposed to Japanese of all classes."

T. Waga, president of the Berkeley Japanese Association, says the matter will be fully investigated and the perpetrators of the deed punished.

Vice-Consul Takahashi is inclined to think that the affair is a mere bit of hoodlumism on the part of young boys not belonging to the university and that it can be settled in police court.

Seabury C. Mastick, a lawyer at 141 Broadway, who is president of the University of California Club of New York, telegraphed President Benjamin Ide Wheeler yesterday for the facts of the alleged attack upon a Japanese student by students on the university campus at Berkeley on Friday. He got this reply:

"OAKLAND, Cal., Jan. 31.—SEABURY C. MASTICK: Story mostly or entirely false. No student in any way concerned. If any assault took place only town boys involved.

"B. I. WHEELER."

HIT OVER EYE WITH A PUCK.

Mrs. Hooker Badly Hurt at a Hockey Game at the Harvard Stadium.

BOSTON, Jan. 31.—Mrs. Edward D. Hooker, well known in Boston and Arlington society, was badly cut over the left eye by a flying puck while attending the hockey game at the Harvard stadium yesterday, and she is ill at her home in Arlington as a result. Mrs. Hooker attended the game in company with Mr. and Mrs. Henry Hornblower of Arlington. Mr. Hornblower took a party to the game to witness his son's playing at right end for Harvard.

After the regular game and while the spectators were leaving the bleachers, the subs and second team men took possession of the rink and started a practice game. One of the players hit the puck a sharp crack which lifted it into the air and it struck Mrs. Hooker over the eye as she was leaving the bleachers. She was carried to the locker building, where Dr. Goodridge, the hockey team's physician, dressed her wound.

NO CLUE TO LOST SHIP.

Searchers Fail to Find Wreckage From Vessel That Foundered Off Hatteras.

NORFOLK, Va., Jan. 31.—The name of the ship which foundered three miles northwest of the Diamond Shoals lightship early yesterday is still a secret. The United States revenue cutter Onondaga and life savers at Cape Hatteras and at other stations near there continued to look for wreckage to-day that might give a clue, but their work was in vain. The wireless telegraph people also asked passing vessels if wreckage from the sinking ship had been seen by them, but nothing had been seen. The Onondaga steamed over a large area in her search.

HARRAHAN TO N. Y. CENTRAL

Mayor That Harriman Will Make Him General Manager.

SAN FRANCISCO, Jan. 31.—There is a rumor here that E. B. Calvin will succeed J. T. Harahan in charge of the Illinois Central and that Mr. Harahan will be made general manager of the New York Central to serve under President Brown. Cable messages were sent last week by E. H. Harriman to Hawaii recalling Calvin and W. H. Banoroff and ordering them to report to him in New York as soon as possible. They replied that they would arrive here on February 5.

Calvin is general manager of the Southern Pacific lines west of El Paso and Sparks, Nev., and Banoroff is general manager of the Oregon Short Line.

The story on the street here is that Mr. Harriman offered Harahan \$50,000 a year to go to New York, as he wants to put the New York Central lines in good physical order. He wants Calvin in Chicago. It is said, and it is probable he will put Banoroff in charge in San Francisco.

MANCHU CABAL RULES.

No One in China Fit to Take Up the Reins That Empress Dowager Dropped.

LONDON, Feb. 1.—The Peking correspondent of the Times says it becomes increasingly evident that the death of the Dowager Empress has deprived China of a strong personality, whose political instinct enabled the Manchus dynasty to maintain its equilibrium despite its inherent weakness and corruption. Since her death the Government in the hands of the Regent and Manchus cabal is losing its elements of solidity and the palace is becoming a hotbed of party faction and intrigue.

The situation thus created is reflected in wholesale impeachments by the censors, whose accusations are indiscriminately leveled against any official whose personality or wealth invites attack. Thus the impeachment of Chang, Chen Pi and others whose corrupt practices are a matter of notoriety, loses its significance at a time when the foremost statesman of the empire has been dismissed on a trivial pretext, when the Viceroy of Manchuria and Tang Shoy Yi have been denounced for failing to resist Japanese aggression and when Chang Chih-Tung has been impeached for disloyalty because he induced the Regent to modify the severity of the decree dethroning Yuan Shih Kai.

The correspondent ascribes to this state of affairs the opposition to Chang Chih-Tung by the Ministry of Communications in reference to his management of the Hankow-Canton railway loan, as a result of which Chang Chih-Tung is reported to have resigned his directorship. The Regent is said to have refused to accept it.

GOLDEN RULE FOR BINGHAM.

Cleveland Chief Says His Police Plan Will Work Here.

CLEVELAND, Jan. 31.—Chief of Police Kohler says his "Golden Rule" policy will work in New York if Commissioner Bingham can command enough men to check up every arrest and investigate it. "Graft cannot enter into the 'Golden Rule' scheme as has been hinted," said the chief tonight. "If a man refuses an officer's request to slip him a five spot to let him go the policeman must take the man before the lieutenant. The lieutenant in turn is charged with giving a valid reason for booking the prisoner instead of letting him go. The lieutenant questions the prisoner and the patrolman's attempt at graft quickly comes out. Anyhow publicity will safeguard the prisoner against graft, for petty malefactors soon would know that the policeman could not hold them up and would not be 'touched,' but would tell the officer to go ahead and take them before the lieutenant and take the consequences. The 'Golden Rule' policy in public operation would cut off patrolmen's graft and give all prisoners a fair deal."

"More than 100 cities have adopted the principles of the policy either in its entirety or in part. Three cities, Lansing, Elkhart and Harrisburg, have adopted the policy in its entirety. Others have practically done so, the officials being timid and preferring to try out first one phase and then another. In no case have I heard of a failure."

HAVANA LOOKS FOR SQUABBLES.

If Yzares Secedes Conservatives May Back Gomez—Cold War Feared.

HAVANA, Jan. 31.—The first few days of the new Government have failed to inspire any great degree of confidence. The Arnauts trouble is entirely settled, but nobody doubts that there will be further differences between the Liberal factions.

It is probable that the result will be the breaking away of the Zayasists from the Miguelistas and their leader, President Gomez. In this event the Conservatives, it is said, will reach a working agreement with the Miguelistas.

The old Government employees are being rapidly discharged and their places filled with Liberals. Arnauts, who failed of securing the headship of the secret police, wants some other political job, but probably will not get one owing to the opposition of Vice-President Zayas. He may start another black-mailing newspaper.

Every one wonders what influence induced President Gomez to select him for office. It is now commonly reported that advice from Washington induced the withdrawal of his name and the appointment of Ugarte, who is generally considered a good man.

Cuba is feeling the northern storm. The mercury has dropped to 68 degrees, which is exceptionally cool for Cuba.

TUGS TO MEET ST. LOUIS.

Which Is Coming in Slowly With Her Rudder Damaged.

The American liner St. Louis, due on Saturday from Southampton and Cherbourg, is coming into port a cripple. A wireless message from her commander, Capt. John C. Jamison, says that she has damaged her rudder, but that all was well aboard, which was interpreted by the line's agents here to mean that nobody had been hurt in the accident in which the rudder was damaged.

A representative of the line said yesterday that Capt. Jamison had not sent any additional news about the trouble, but had said by wireless that he expected to be at the entrance to Ambrose Channel at 7 o'clock this morning. The St. Louis passed Nantuxet at 4 P. M. yesterday and was making about 12 1/2 knots. The damage to her rudder must be pretty serious to force her to steam at less than three-quarters speed.

The commandant at the Navy yard has been asked to permit the St. Louis to use the drydock there in case it may be necessary to make quick repairs. The intimation from the wireless message was that the St. Louis was steering with her propellers, which is an easy trick in the open—but dangerous in a channel. Therefore tugs will be outside off the disabled ship to help guide the disabled ship into port.

The St. Louis doubtless ran into the same storm weather that delayed the big Cunarder Mauretania and has retarded the White Star liner Arabic and other stanch craft. It is possible that a heavy sea swatted the American under the counter and put her rudder out of commission. A similar accident happened to the Deutschland several years ago and she was steered solely by her screws half way across the sea.

GIRL UNHORSED IN PARK

BY MOUNTED POLICEMAN WHO WAS CHASING A RUNAWAY.

Shock of Collision Threw Her Off Also—The Girl, Miss Eleanor Hartshorne, Badly Hurt—Police Say She Was on Wrong Side of Path; Groom Says Not.

On the bridge path in Central Park yesterday morning a school girl, ill and out for the benefit of the morning air and exercise, was knocked from her horse by a mounted policeman in pursuit of a runaway and was so badly injured that the surgeons at the Presbyterian Hospital could not tell what the results of the injuries might be. The policeman also was unhorsed and so severely hurt that he went to Roosevelt Hospital. The young woman's mother, in the care of trained nurses, was so ill that the family did not dare inform her of her daughter's mishap.

The crisp air of yesterday morning brought out many persons who sought the park for walking, driving and riding. Among the riders was a man whom the police name as E. J. Reynolds of 345 West Forty-fifth street. It was said at that house yesterday afternoon that no such person lived there. Mr. Reynolds was riding a horse from the stables of the Metropolitan Riding Academy in West Fifty-sixth street. Somewhere on the bridge path his horse dropped him off and ran away. It was about 11 o'clock.

The runaway caught the attention of Mounted Policeman John S. McKenna, who put his horse to the run instantly. Coming along the bridge path in the opposite direction was Miss Eleanor Hartshorne, riding at a canter and followed by her groom. Miss Hartshorne is 16 years old, a daughter of James M. Hartshorne of 40 East Sixty-fifth street. She was not far from where the path passes under the West Drive near Sixty-fourth street, when she and the groom saw the runaway. The next instant McKenna swung around a curve ahead and the big mount of the policeman dashed into her horse and pitched her to the ground. Her horse, a trained animal, which is stabled at the same academy as the runaway, recovered itself and stood looking on at the disturbance and waiting for later arriving policemen to take charge of it.

The collision of the horses was so violent that McKenna was thrown from his saddle also and disabled. Two other mounted policemen, McClintock and Flak, had reached the scene in a few minutes, and while one looked after the fallen